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THURSDAY, JULY 22, 1920

TWO CENTS
In Greater New York
THREE CENTS
Within 200 Miles
FOUR CENTS
Elsewhere

THE WEATHER
Fair to-day, Friday partly cloudy;
gentle winds, mostly southerly.
Full report on last page.
Full report on last page.

Resolute Wins Third Race; Yachts Sail Dead Heat, But Hamicap Gives Cup Defender the Victory

Six Railroad Unions for Wage Award

Eight Other Great Brotherhoods Said to Have Rejected Offer; Refereendum Is Favored
Rehearing Refused By Labor Board
Officials Declare Both Sides Had a Chance to Present Their Views

CHICAGO, July 21 (By The Associated Press).—Submission of the \$200,000 rail wage award to a referendum vote by the 1,800,000 railroad workers was rejected by the union leaders either for its acceptance or rejection appeared probable to-day.

This was the opinion in labor circles following rejection by the United States Railway Labor Board of a petition for a rehearing of the case.

At midnight it was reported that six of the sixteen great transportation brotherhoods, in addition to the masters' mates and pilots of America had decided definitely to accept the \$200,000 rail wage award.

Eight of the remainder were said to have tentatively rejected the award, with provision that the final decision be left to referendum vote of the memberships.

The Order of Railway Conductors was said to be still undecided, while the Order of Railroad Telegraphers were reported to have issued strike ballots.

In view of the division it was believed that the award would be submitted to referendum by all of the brotherhoods, without recommendation, or with the recommendation of each group.

Said to Accept Award

The following brotherhoods were reported to have accepted the award:

Brotherhood of Locomotive Engineers, International Union of North America, Brotherhood of Stationary Firemen and Oilers, United Brotherhood of Maintenance of Way Employees, Brotherhood of Railway Signal Men of America, Brotherhood of Railway Carmen of America, International Brotherhood of Electrical Workers, Brotherhood of Ship Builders and Boat Makers, Iron Ship Builders and the International Brotherhood of Blacksmiths, Drop Forgers and Helpers.

The labor board opened to the union chiefs: Submission without recommendation, recommendation that the award be accepted, or that it be rejected.

The more conservative counsel in the union ranks has steadfastly opposed outright rejection of the Labor Board's decision. The door to recommendation of adoption apparently was left open to-day, leaders of the rail workers estimated, when they requested that the case be reopened and the board refused.

Position of the Leaders

After asking for a rehearing, it appeared doubtful whether the union leaders could consistently recommend acceptance of the award, as their action indicated it was unsatisfactory to them. The only course left open, therefore, was to pass the board's decision along to the men and rely on their referendum.

The labor board declined to reopen the case on the ground that its decision represented the conclusions reached after an exhaustive survey in which both sides had had ample time to present all facts surrounding the case.

No good could be accomplished at this time, members of the board stated, granting a rehearing, which could only serve to delay the case and prevent the men receiving the increased back wages in their August pay envelopes.

A day of differences between presidents of the eighteen unions recognized in the award and 1,000 general men of those organizations failed to obtain any common ground on which the leaders were willing to issue a statement.

Strike in Chicago

The first reported strike was recorded in Chicago late to-day, when about 100,000 men of the Grand Union Railroad employees went to work, according to company estimates. Strikers, however, claimed 900 men figured in the walk-out. The men said no demands had been presented, and that it was presumed the men were dissatisfied with the rail board decision.

The decision to be made by the labor board officers to-morrow may have an important effect on the future of their organizations, in the opinion of observers who have made a study of the railroad wage demands.

It is no secret that for months there has been dissension within the union ranks and an outspoken dissatisfaction over the failure of the union officers to obtain for their men the raises they demanded.

It was this dissatisfaction which culminated in the sporadic strikes in April. Men who joined the new unions and walked out insist that they were tired of the policy pursued by the "labor politicians" and that they wanted a "new deal."

The Brotherhood leaders insisted the men should wait for the government's award, but now that it has come they are fully alive to the fact that if the men reject it they may also blame their leaders for not obtaining all that was asked.

Charges French Favor Agreement With Stinnes

Special Cable to The Tribune
(Copyright, 1920, New York Tribune Inc.)
PARIS, July 21.—In connection with a French newspaper quarrel it was disclosed to-day that there are powerful interests in France favoring an entente with Hugo Stinnes, the German coal king.

André Chéradame, who has just resigned from the staff of the "Democratique Nouvelle," accuses the editor of this paper of refusing a strongly worded article against Stinnes, on the ground that the editor was negotiating for financial support from quarters supporting a policy of understanding with Germany's industrial despot.

Erwin Bergdoll, Draft Dodger, Surrenders

Brother of Wealthy Fugitive Gives Himself Up to Army Officers at Governor's Island and Is Imprisoned

Col. Hunt's Trial Opens

Accused of Neglect of Duty in Not Sending Sufficient Guard With the Prisoner

Erwin Bergdoll, draft dodger, surrendered yesterday to the military authorities on Governor's Island just as the court-martial of Lieutenant Colonel John E. Hunt, for neglect of duty in connection with the escape of Grover Cleveland Bergdoll, was beginning.

Erwin, who is Grover's elder brother, took the 11:30 a. m. military ferry from the Battery to the island, accompanied by Charles S. Braun, also a brother, and James E. Coleman, a city magistrate of Philadelphia and an intimate friend of the Bergdoll family.

The trio, on reaching the island, asked to be directed to the office of the department judge advocate.

"Erwin Bergdoll is here and desirous of surrendering," Romig announced to the sergeant in charge.

Examined: Sent to Prison

After a brief physical examination Erwin was sent by Captain Ettridge, executive officer of the guardhouse, to the prison. Later in the day, when he was told that he might talk to reporters, the prisoner said he had nothing to say and was going to keep his mouth shut.

Erwin is about thirty years old, tall, round-shouldered and appeared depressed yesterday. He showed no interest whatsoever in the military formalities surrounding his commitment to the prison.

Romig and Braun, who accompanied him, are under indictment charged with conspiring to aid in the escape of Grover. They are out on \$10,000 bond.

Question as to Trial

Lieutenant Colonel Charles C. Cresson, department judge advocate, said yesterday that there was some question whether Erwin would be tried by civil or military authorities. Until he has seen the papers in the case, which are now at Washington, he cannot be certain about the matter.

At the opening of the trial of Lieutenant Colonel Hunt it was set forth by Colonel Cresson that the prisoner was not accused of collusion in the escape of Grover Bergdoll. There was no question, he said, of corruption, but there was question whether Colonel Hunt did or did not accomplish his full duty in the matter of providing the guard that accompanied the draft dodger on his "treasure hunt."

Specifically, Colonel Hunt is charged with violation of the 96th Article of War, in that he neglected to send a commissioned officer with the two sergeants who accompanied Bergdoll, and included in the men are carried domestic consumption exclusively, are stored in every section of the country and will be disposed of through wholesale and retail stores. The division of sales also announced that it had enlisted in this work the services of 60,000 postmasters, 5,000 bankers and the mayors of every city and town.

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Army to Sell Meat At Pre-War Prices

Great Quantities of U. S. Canned Goods Will Be Offered to Cut Prices

WASHINGTON, July 21.—In an effort to combat the high cost of living, the War Department today announced that it was placing millions of dollars' worth of canned meats on the market at prices below pre-war quotations. It was announced to-day from the office of the division of sales.

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La Touraine Goes Aground

French Liner Hits Bank Near Barfleur; Springs Leak

HAVRE, France, July 21.—The French liner La Touraine, which left New York July 13, grounded on Wolf Bank, about 200 miles from Barfleur. She got off by her own power and is proceeding for Havre under satisfactory conditions. The steamer sprang a leak, but this has been stopped temporarily.

The steamship Hudson, bound for Bordeaux, has been instructed to stand by La Touraine.

Drys Name Bryan for President

Prohibition Delegates Ignore the Message of the Commoner to Friends That He Won't Accept

Woman Chairman Makes Nomination

Selection Is Acclaimed; Old Parties Assailed; 'Cowardice' Is Charged

LINCOLN, Neb., July 21.—William Jennings Bryan was nominated to-day by acclamation by the Prohibition party in national convention here. The nomination came after a resolution "tendering" him the position of standard bearer had brought out the fact in debate that he had telegraphed friends here that he "could not accept."

In naming Mr. Bryan, the convention upset precedent as well as its program by selecting the candidate on the first day. Nominations were not scheduled until Friday.

The nomination came after a stampede of the delegates which was started by the resolution of W. G. Calderwood of Minnesota "tendering" Mr. Bryan the leadership and asking him to reply promptly to the convention whether he would accept.

Attempts to table this resolution only resulted in an hour's recess, during which its opponents, led by Clinton N. Howard, of New York, urged Charles W. Bryan, brother of the nominee, to make public communications he was known to have concerning the race for the presidency.

Howard is criticized

This brought out the fact that a proposed stampede, plans for which became known yesterday, had resulted in Mr. Bryan's nomination. Mr. Howard, who was the first to make public communications he was known to have concerning the race for the presidency.

"I appreciate your confidence in me. Please see my brother, C. W. Bryan. He will explain why acceptance is impossible."

Charles Bryan sent a letter to the convention after it had reconvened urging that it reject the resolution and stating that Mr. Bryan's friends would oppose his acceptance. The gist of it follows:

"Kindly request members of the convention to omit Mr. Bryan's name from consideration. He is not a candidate for nomination or in the adoption of such a resolution.

"Friends of Mr. Bryan and the cause of prohibition will discourage such action."

Secret Conferences Charged

Speakers charged that secret conferences between delegates and Charles Bryan had been held in the last twenty-four hours, with the apparent object of preventing Mr. Bryan's nomination. It was charged that he did not want to be named.

The fact that these conferences had not been made public seemed to anger many delegates, and a speech after the election of Mr. Bryan, in which he spoke favoring the Calderwood resolution followed until it was adopted with only six dissenting votes out of the more than 200 delegates present.

This apparently was only the spark of the fire, however, for delegates clamored for the floor, each urging that Bryan actually be nominated.

Miss Marie C. Reim, of Long Beach, Calif., the first woman in the history of American politics to be chosen permanent chairman of a national party convention, relinquished her chair to put Mr. Bryan in nomination. She insisted that the nomination must not be made, but was tendered to him, but actually given to him.

Efforts were made immediately to get in touch with Mr. Bryan and learn his attitude.

(Continued on page 5)

Dirigible Falls 3,000 Ft. With Race Observers

Navy Blimp's Passengers Unhurt After Plunge Into Jamaica Bay; Airship a Wreck on Barren Island

NAVAL AIR STATION, ROCKAWAY, N. Y., July 21 (By The Associated Press).—Disaster overtook the naval blimp Dirigo C-10 to-day just after it had flashed out a radio telephone report that the racing yacht Shamrock IV and Resolute were off on their third race.

The great gas bag, with eight men in her car, including three reporters, was hovering a thousand feet above Ambrose Lightship. Thirty minutes later she was a wreck on Barren Island in Jamaica Bay, ten miles away. She had fallen into the bay like a shot bird after a frantic race shoreward with the news of her envelope collapsing as hydrogen gas escaped from rents in the top of the bag.

In the battle to reach the landing field after he discovered the airship's plight, Lieutenant A. W. Evans, her commander, had forced her three thousand feet into the air by the sheer power of her twin engines. Ballast and all movable equipment had gone overboard, but as the crippled monster swept over the landing field with her head sagging he dared not attempt to bring her down ashore. She had started her final plunge, dragged down by the weight of the men and the car.

Drop Three Thousand Feet

Shifting his course toward Jamaica Bay beyond, Evans drove the balloon with elevators slanting clear back to lift her further and further down came the ship's head and less than two miles away she dove into the water, nose first, and a few minutes later floated gently shore, where her passengers and crew climbed out, wet, but without a scratch to show for the three thousand-foot drop.

C-10 has watched the yacht races every day with motion picture men and reporters in the car. To-day she was hauled out of the shed at noon and quickly rose for her flight out to the start.

Each of the four cockpits in the car held two persons. The ship had been trimmed and ballasted and carefully tested for lifting power before the command "stand clear" set her free at noon to go racing up to the 1,000-foot level with both motors roaring.

It seemed scarcely five minutes before she was back on the ground.

(Continued on next page)

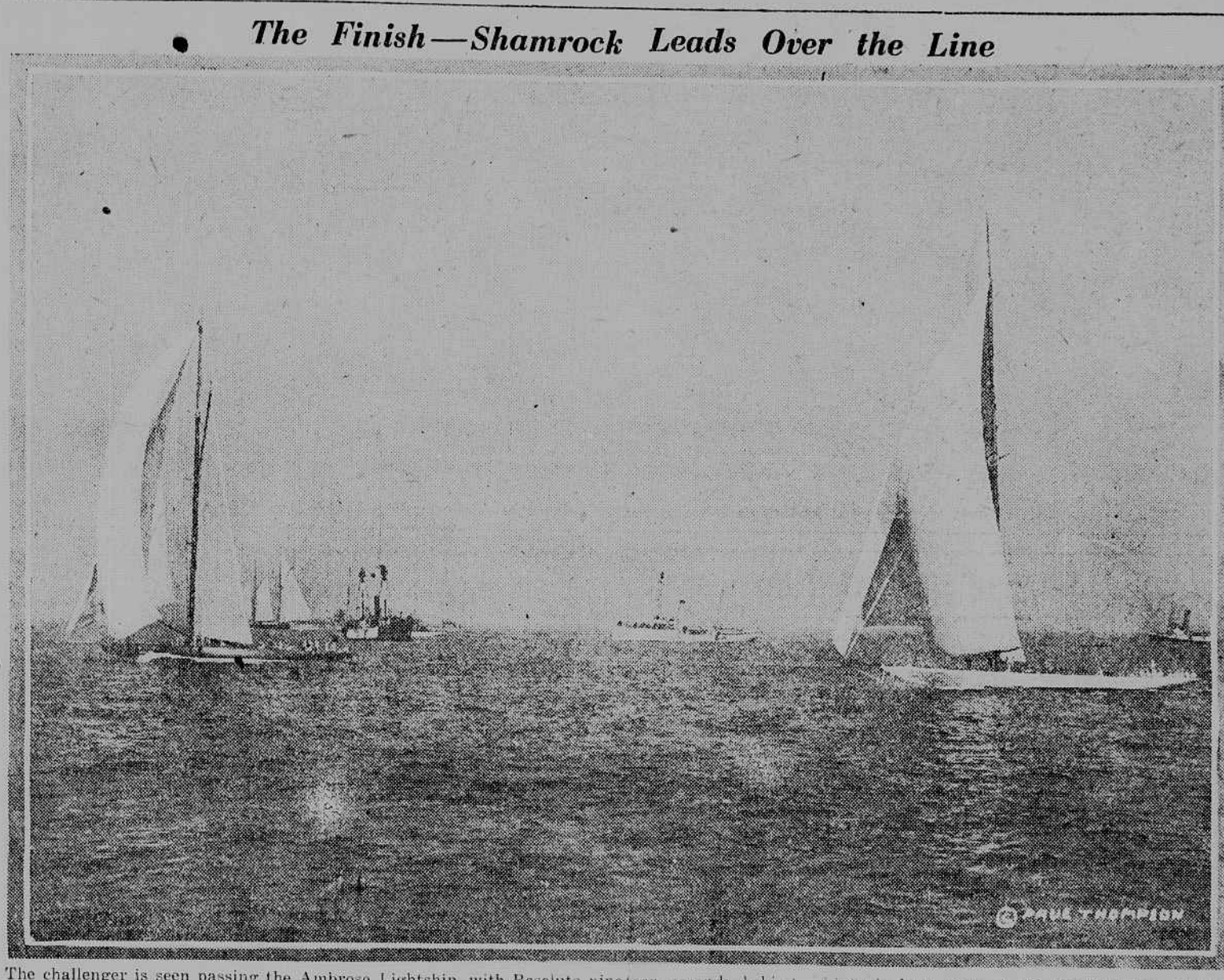
Shamrock May Remove Topsail to Cut Handicap

Racing Committee Chairman Says Yacht Has Asked for New Measurement

As they came on deck to check we felt as if somebody ought to do something to make one of the other boats reach down into its vitals and produce one more ounce of effort, a final plunge, a leap for the finish.

"Come on, you Resolute!" shouted the man next to us, punishing himself cruelly all the while by lashing his thigh with his right hand. We looked at Shamrock and felt like yelling "Slide!"

We must confess that our heart was with the green boat. To be sure, a victory for Lipton would give him the title, but it would also mean that we could go home and get that other shirt. What with conventions and cup races, H. third is beginning to cast an unrecognized eye upon us and say mere-



The challenger is seen passing the Ambrose Lightship, with Resolute nineteen seconds behind. Lipton's boat crossed the starting line nineteen seconds before her rival, and thus the yachts made the course in exactly same time.

"Slide! Shamrock, Slide!" Spectator Wanted to Yell

Yesterday's Race Was Close, to All Who Knew Nothing of Arithmetic, Because Men With Adding Machines Pounded Out All Thrills

By Heywood Brown

"I win," said the tortoise.

"Where do you get that stuff?" replied the hare. "You forget that I received nine minutes and twenty-seven seconds on account of your overhang."

Ben-Hur was bowing to the crowd and patting the off horse of his chariot team, when a man rushed out to the committee box and said: "We've just worked out the corrected time, and you lose because you were first over the line by nineteen seconds."

The runner from Marathon had delivered his stirring news and was preparing to drop dead when the Mayor of Athens raised a protesting hand. "Just a minute, please," he said, "until we get the time allowance."

No race could have been physically closer than yesterday's brush between the Shamrock and the Resolute. The boats were lapped like eight-oared shells as they came across the line, running free and true before the wind. It was a finish which would have been close for sprinters in a hundred-yard dash and the big sloops had been over a thirty-mile course before the Shamrock got her green nose down in front by a nod.

Adding Machines Delete Thrill

That was the outward semblance of the race. It was close to the eye. It was close to all spectators who knew nothing of arithmetic. But the higher education spoiled it. The men with the adding machines pounded all the thrill out of the situation. Though a sailor could have hopped from one deck to another at the finish, the race wasn't really close at all. The Resolute won by some seven minutes. In fact, under the wind conditions which prevailed, it would have been necessary for Resolute to have finished a mile or so behind in order to run an official dead heat. As long as the boats remained near each other the race could not be close.

Anybody who knows even the rudiments of yachting can explain the necessity and the justice of handicapping, but it seems a pity from the point of view of a spectator that the handicap should not be arranged in some way or other to apply at the start, rather than the finish.

But for all the mathematics which split the yachts asunder there was a thrill in the superficial aspect of the finish. With their billowing canvas out and working, the yachts seemed twin snow mountains on a promenade. Running before the wind it was hard to realize the speed at which Resolute and Shamrock were travelling in the nine-mile knot breeze.

Come On, You Resolute

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Lipton Turns Back to Cheer Resolute's Men

Irish Baronet Puts His Boat About to Sea to Pay Unusual Tribute to Crew of Defending Yacht

Sir Thomas Lipton set a new example in international courtesy yesterday. Long after the attending flotilla had pointed its bows up the Ambrose Channel on its way home the Irish baronet turned his steam yacht Victoria back to sea, steamed over to where Resolute was picking up her tug and then gave three rousing cheers to the crew of the American yacht.

This came after the captain of the Victoria had started up Ambrose Channel on his way to the Atlantic Yacht Club landing. Sir Thomas, on the bridge, realizing his captain's course, turned to him and said:

"Captain, I'll be happier if you will give me an opportunity to give the boys on Resolute a cheer."

Pass Shamrock on Way

The white yacht swung round in a circle and went back on her course seaward to where Resolute lay. On the way Shamrock was passed coming under her own sail. The crew lined the decks of the green sloop as the Victoria steamed by and Sir Thomas and his guests cheered the challenger.

"Are we downhearted?" came a cry across the waters from Shamrock's crew, and then, in answer to their own query, a thunderous "No!" echoed back.

It was then that Captain Burton did a remarkable thing.

Throwing the helm of the green sloop hard over, he ran completely around the steaming Victoria and went back on his course. It was one of the most remarkable exhibitions of seamanship ever seen in the waters around New York.

As the Victoria came alongside Resolute only a few of the crew were on deck. All her giant sails were reefed and she was being towed by her tug.

"Now, then," cried Sir Thomas to his guests aboard, and then he led the cheering.

The sound echoing across the channel brought the rest of Resolute's crew to the deck.

(Continued on page 3)

Fourth Race Will Be Sailed To-morrow

There will be no America's Cup race to-day.

The series between Shamrock IV and Resolute now stands with two victories for the challenger and one for the defender. The fourth race will be started at noon to-morrow off Sandy Hook, and will be sailed over a triangular course of thirty nautical miles. This is the course most favorable to Shamrock, and is the one that gave her victory on Tuesday.

If Shamrock wins to-morrow Sir Thomas Lipton will take the America's Cup back to England with him. If Resolute wins the series will be even and the deciding race will be sailed Saturday.

Lipton's Boat Passes Rival Near Finish

American Yacht Captures Exciting Race in Only Sailing Weather That Has Marked Contests

Challenger Sent to Dock; No Race Today

Resolute Leads on Windward Leg, but Shamrock Then Begins Gain

By W. O. McGeehan

After thirty miles of melodrama reeled across a lively sea with the sun flashes lighting the high spots, Shamrock IV lost the third race in the series for the America's Cup yesterday by virtue of the time allowance awarded the defender Resolute. Actually, the race was a dead heat on elapsed time, one of the weirdest ironies ever conceived by winds and tides since the days when men first began to go down to the sea in ships.

The challenger crossed the starting line just nineteen seconds before the defender. Shamrock pushed her blunt nose over the finish line exactly nineteen seconds to the beat before the trim prow of Resolute passed the red and white Ambrose Lightship.

In the motion pictures it would have made a picture to make the heart of even those who usually are deaf to the call of the offshore wind beat tumultuously. It was salt water melodrama pure and simple.

But to those who follow the course of the boats it meant nothing. It was merely a picture. The mathematical calculations in the physics laboratory at Columbia University and the rules of the yachting world took the thrills right out of it. Mathematics claims are constantly taking the thrills from things.

Shamrock Gains Gradually

The course called for a beat to the windward and a wing-and-wing reach to the starting place. Working to the windward, Shamrock dropped behind half a mile by the time the mark was turned. Then, with all her enormous spread of canvas raised, Shamrock began to come up in a ten knot breeze.

The gain was gradual, but certain. The dainty Resolute seemed to be flying home, but the blunt-nosed green cow, with the full drupe of sails, came bellying out before her, continued to bore down steadily. It was certain that Shamrock would pass Resolute some time before she crossed the finish line. But it was just by inevitable that the challenger would lose on the time allowance.

Within two miles of the finish line, when the white yacht was pushing the lib of mist and revealed the squat outlines of the Ambrose relief lightship, the half mile hug, been shortened to a few hundred yards. Shamrock was on the starboard of the defender, the starboard of the defender, creeping up by inch.

Then came the gradual eclipse. The bowsprit of the challenger, that thing that looked like a sawed-off railroad tie, passed behind the graceful outlines of the white Resolute gleaming in the sun like a yacht of burnished silver. The white Resolute passed behind that screen. The eclipse was underway.

Twin Masts Side by Side

Off to the starboard the tall mast and the belling sails of Shamrock were diminished in size. They moved to the left, like a silver defender. For an instant the twin masts, side by side, made it look like a composite picture of the two pictures. The challenger was completely hidden. As though she had gone into the sea on the ghostly trail of the Flying Dutchman. Only Resolute gleamed upon the sunlit ocean.

At last the challenger protruded ahead. The chiseled bow and the tapers bowsprit of Resolute, then a green flash came. Shamrock was beginning to come into the lead. It emerged slowly and clumsily from behind that dainty screen furnished by Resolute and stood off for the mark bluntly and rudely.

The experts turned to where the red and white lightship was pushing at her moorings and gauged the distance. It was barely a mile away. Unless a sudden gale seized Resolute and carried away all that graceful spread of canvas, the race was over. Shamrock to finish anywhere near a winner with that handicap of seven minutes and one second. It was all over but the picture. A beautiful picture, but one that meant nothing real in the history of the America's Cup.

They were barely fifty yards apart when that eclipse came. The rival captains could have talked across the rushing waters in that brief instant when they held side by side. It looked as though it had been staged for the camera.

Actually a Dead Heat

The whistles and the sirens at the finishing mark sounded for the racing yachts simultaneously, for while the blunt nose of Shamrock pushed past first, the chiseled prow of Resolute pointed in just nineteen seconds later. By the rule of boat for boat it was a dead heat after thirty miles of the only real sailing weather that has favored the race since the days of time allowance the challenger was beaten by just the amount that had